M.O. 262A.

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MONTHLY SUPPLEMENT No. 2—JUNE, 1936

TO THE

MARINE OBSERVER—VOL. XIII, No. 122.

MARINE METEOROLOGY.

Co-operation of Shipowners, Masters and Mates.

Captains and Officers of ships registered in Great Britain and Northern Ireland, who wish to co-operate regularly with the Meteorological Office should apply to the appropriate Port Meteorological Officer or Agent, a list of whom, with addresses, is given below.

In accordance with the International Convention for Safety of Life at Sea, the Meteorological Office arranges for certain "Selected Ships" to take meteorological observations at specified hours, and to transmit such observations by wireless telegraphy, for the benefit of other ships and the various meteorological services.

Arrangements are also made for a limited number of ships to keep meteorological logs in certain trades for the purpose of completing the meteorological survey of the oceans.

Ships regularly performing these voluntary duties are known as Observing Ships; the whole as the Voluntary Observing Fleet; and the commanders and officers of these ships as the Corps of Voluntary Marine Observers.

At present the observing fleet is limited to a number not exceeding 360 observing ships. The number of British "Selected Ships" is determined upon the British proportion of world tonnage, on the assumption that there should be a total of 1,000 "Selected Ships" of all nations.

The observing fleet list indicating which are "Selected Ships," with the names of commanders, officers, and other particulars, is published in THE MARINE OBSERVER and kept up to date monthly.

A general description of marine meteorological work, including the particulars desired from intending marine observers, is given in Chapter I of THE MARINE OBSERVER'S HANDBOOK, 5th Edition, which is supplied to all observing ships, and may also be obtained from H.M. Stationery Office, direct, or through any bookseller, price 2s. 6d.

THE QUARTERLY MARINE OBSERVER or MONTHLY SUPPLEMENT is sent regularly to the captain of every observing ship, for the information and guidance of his observing officers, and in the case of "Selected Ships," the wireless operators also. The Captains of observing ships are also supplied on request with charts, and atlases, according to trade, if available, as meteorological equipment.

Ships keeping the Meteorological Log, Form 915, are lent a complete set of official tested instruments.

"Selected Ships," other than meteorological log keeping ships, keep the Ships' Meteorological Record, Form 911. All "Selected Ships" also keep the Ships' Wireless Weather Register, Form 138.

No observing ship is detailed as a "Selected Ship" unless she has on board a reliable mercurial barometer.

Official tested instruments are lent to "Selected Ships" when necessary.

The commanders of observing ships keeping the meteorological log are requested to return it (accompanied by Form 138 in the case of "Selected Ships") through the appropriate Port Meteorological Officer or Agent at intervals of not more than five months.

Commanders of observing ships keeping Forms 911 are requested to return them (accompanied by Form 138 in the case of "Selected Ships") by post direct to the Meteorological Office, London, at the end of each voyage, or at intervals of not more than two months.

These forms have the address and "On His Majesty's Service" printed upon them, and should be folded for posting accordingly.

The Port Meteorological Officers and Merchant Navy Agents inspect official instruments in Meteorological log ships half-yearly, and in "Selected Ships" quarterly, when possible; and they will replace defective gear. These officers will also check the accuracy of barometers in observing ships, but marine observers should themselves frequently check by comparison.

The work of the British observing fleet, that of the observing fleets of other nations party to the Convention for Safety of Life at Sea, together with Weather Shipping Bulletins and Gale and Hurricane Warnings conforming to the International Convention for Safety of Life at Sea, provide the necessary information for shipping. Thus a world wide service for all shipping, at the minimum cost to national funds, is provided. Shipowners are asked to facilitate this voluntary work which is done by the commanders and officers of their ships.

Shipowners will greatly assist by facilitating the forwarding of postal matter from the Air Ministry addressed to the Captains of ships.

The masters of all British ships fitted with wireless telegraphy are asked to assist in this service in aid of navigation by making routine wireless weather reports in accordance with the Selected Ship scheme where and when there are not Selected Ships carrying out the service.

This supplementary service to that of Selected Ships is particularly desirable in the regions and seasons of tropical revolving storms.

A pamphlet entitled "Decode for use with the International Code for Wireless Weather Messages from Ships", M.O. 329, Third Edition, price 6d. can be obtained from H.M. Stationery Office. This gives a description of the world wide system of voluntary Selected Ships routine wireless weather telegraphy, the Tables for decoding reports received from Selected Ships, and notes for the guidance of the masters of British ships.

"A Handbook of Weather, Currents and Ice for Seamen" has recently been published by H.M. Stationery Office, and may be obtained from the Stationery Office or through any bookseller, price 4s. This provides information of the elements named, the Laws of Storms, and gives guidance for weather forecasting at sea. It also gives some information of Ocean Pilotage and is intended as a guide for making use of the services specified in Article 35 of the Convention for Safety of Life at Sea.

NAUTICAL OFFICERS AND AGENTS OF THE MARINE DIVISION OF THE METEOROLOGICAL OFFICE, AIR MINISTRY.

LONDON ... ... Captain L. A. BROOKE SMITH, R.D., R.N.R., Marine Superintendent.
Commander J. HENNESSY, R.D., R.N.R., Senior Nautical Assistant.
Room 324, Adastral House, Kingsway, W.C.2.
(*Telephone No.: Holborn 3434 Extension 421*).
Nearest station, Temple, District Railway.

THAMES ... ... Commander C. H. WILLIAMS, R.N.R., Port Meteorological Officer, P.L.A. Building, King George V Dock (south side), London, E.16.
(*Telephone No.: Albert Dock 2659. Telegraphic Address: Barometric Aldock, London*).

MERSEY ... ... Commander M. CRESSWELL, R.N.R., Port Meteorological Officer, Dock Office, Liverpool.
(*Telephone No.: Bank 8959. Telegraphic Address: Meteorite, Liverpool*).

Agents.

BRISTOL CHANNEL — Captain EDWARD HALL, 21, Dowlais Buildings, West Bute Street, Cardiff. (*Telephone No.: Cardiff 1268*).

Agents (*contd.*).

CLYDE ... ... Captain W. HENDERSON, 80, Buchanan Street, Glasgow, C.1. (*Telephone No. Central 3775*).

FORTH ... ... Captain C. G. BONNER, V.C., D.S.C., Leith Salvage and Towage Co., Ltd., 2, Commercial Street, Leith.

HONG KONG, China. — Lieut. Commander M. V. KEOGH, R.N., Chart Depot, H.M. Dockyard.
(*Telephone No.: 108 Dockyard*).

HUMBER ... ... Captain A. M. BROWN, Ellerman Wilson Line Office, Hull. (*Telephone No.: Central 16180*).

SOUTHAMPTON — Captain Sir BENJAMIN CHAVE, K.B.E. Room 35 Royal Mail House.

SYDNEY, New South Wales. — Captain N. G. ROSKRUGE.
Captain G. B. MERCER.
Customs House. (*Telephone No.: B6421*).

TYNE ... ... Captain J. J. MCEWAN, Marine School, South Shields.

DERELICTS AND FLOATING WRECKAGE.

Date.	Position. Latitude.	Position. Longitude.	Description.
NORTH ATLANTIC.			
1.5.36	46°27′N.	31°07′W.	Spar projecting 5 ft. above water, 12 in. diam., apparently attached to submerged wreckage.
1.5.36	29°54′N.	87°50′W.	Log 5 ft. × 30 ft. with roots attached.
1.5.36	42°38′N.	67°11′W.	Log about 30 ft. long.
1.5.36	29°29′N.	93°11′W.	Log about 45 ft. and 2½ ft. diameter.
3.5.36	32°48′N.	76°17′W.	Spar projecting about 5 ft. out of water, apparently attached to a submerged object.
North Atlantic—*continued.*			
4.5.36	36°40′N.	74°49′W.	Two logs about 20 ft. long.
4.5.36	41°32′N.	33°01′W.	Wooden wreckage with beams attached, projecting 10 ft. out of water, apparently part of wrecked schooner.
7.5.36	30°45′N.	81°02′W.	Heavy log about 20 ft. × 4 ft.
10.5.36	36°11′N.	75°15′W.	Piece of timber raft about 15 ft. × 6 ft.
16.5.36	49°40′N.	13°50′W.	Heavy log about 30 ft. long, dangerous to navigation.

CHART OF THE WESTERN NORTH ATLANTIC.

Showing the North Atlantic Lane Routes in force during JUNE as laid down by the Trans-Atlantic Track Convention. If at any time, owing to abnormal ice conditions, any alteration to the usual tracks is considered advisable by the track convention, particulars will be published on this chart. For full information concerning the North Atlantic Lane Routes see pages 60 and 61 of the April, 1936 number.

The periodic boundary within which ice has been observed is shown and a list of phenomenal positions of ice observed in the North Atlantic during JUNE is given. Ice sighted between MAY 1st and 26th, 1936 is indicated by symbol in the position reported, the figure giving the day of the month in May. Information regarding ice conditions in Greenland waters and the Gulf of St. Lawrence will be published when available. Coastal wireless stations, with their call signs, which transmit ice signals are indicated by the symbol (H)

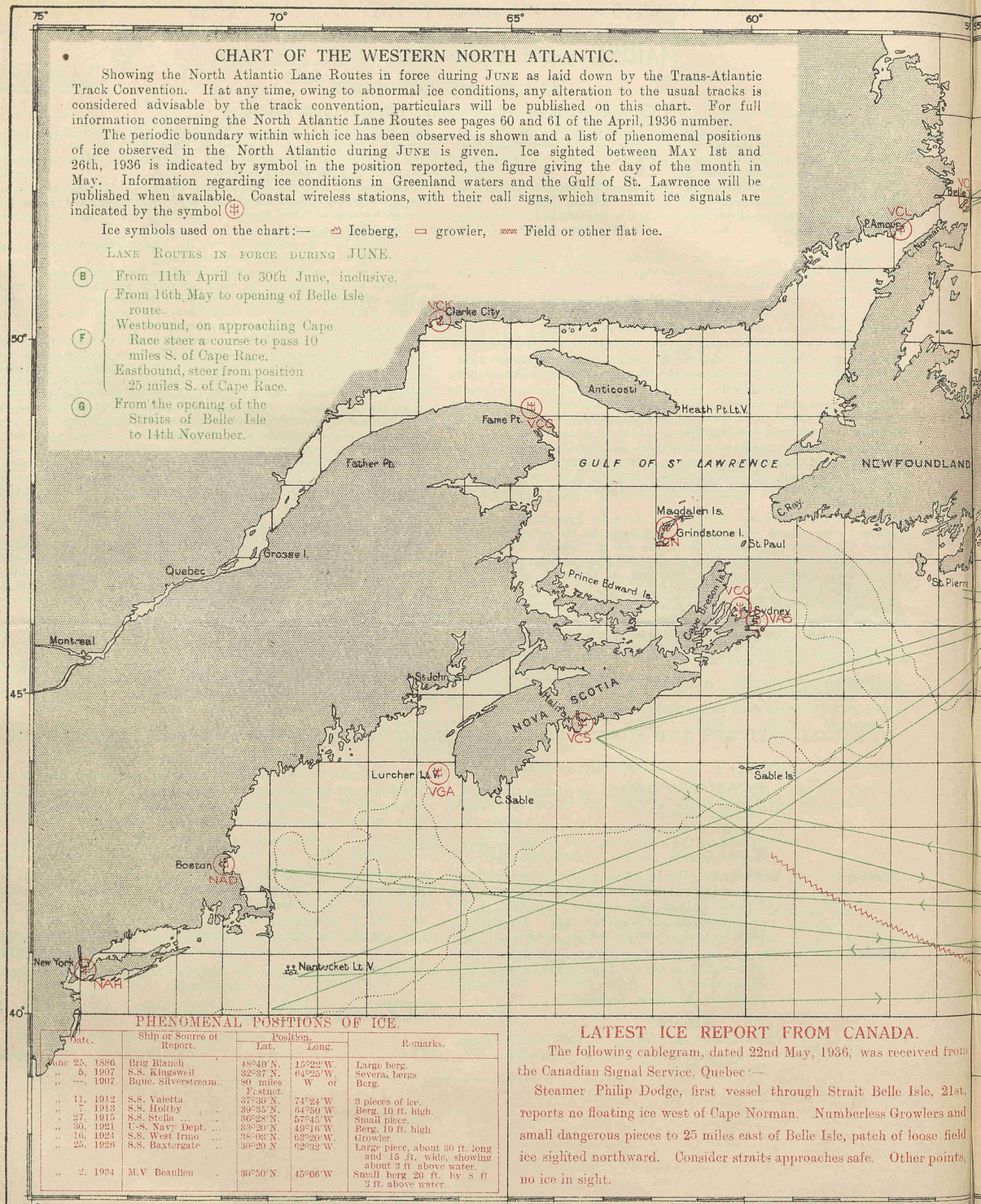
Ice symbols used on the chart:— Iceberg, growler, Field or other flat ice.

LANE ROUTES IN FORCE DURING JUNE.

(B) From 11th April to 30th June, inclusive.

(F) From 16th May to opening of Belle Isle route. Westbound, on approaching Cape Race steer a course to pass 10 miles S. of Cape Race. Eastbound, steer from position 25 miles S. of Cape Race.

(G) From the opening of the Straits of Belle Isle to 14th November.



PHENOMENAL POSITIONS OF ICE.

Date.	Ship or Source of Report.	Position. Lat.	Position. Long.	Remarks.
June 25, 1886	Brig Blanch	48°40'N.	15°22'W.	Large berg.
,, 5, 1907	S.S. Kingswell	32°37'N.	64°25'W.	Several bergs
,, —, 1907	Bque. Silverstream	80 miles E. of Sunset.	W. of	Berg.
,, 11, 1912	S.S. Valetta	37°30'N.	74°24'W.	3 pieces of ice.
,, 7, 1913	S.S. Holtby	36°35'N.	64°50'W.	Berg, 10 ft. high.
,, 27, 1915	S.S. Stella ...	36°28'N.	57°45'W.	Small piece.
,, 30, 1921	U.S. Navy Dept. ...	33°20'N.	49°16'W.	Berg, 10 ft. high
,, 16, 1924	S.S. West Irmo ...	38°03'N.	63°26'W.	Growler
,, 25, 1926	S.S. Baxtergate ...	30°20'N.	62°32'W.	Large piece, about 30 ft. long and 15 ft. wide, showing about 3 ft. above water.
,, 2, 1934	M.V. Beaulieu ...	36°50'N.	45°08'W.	Small berg 20 ft. by 8 ft. 3 ft. above water.

LATEST ICE REPORT FROM CANADA.

The following cablegram, dated 22nd May, 1936, was received from the Canadian Signal Service, Quebec:—

Steamer Philip Dodge, first vessel through Strait Belle Isle, 21st, reports no floating ice west of Cape Norman. Numberless Growlers and small dangerous pieces to 25 miles east of Belle Isle, patch of loose field ice sighted northward. Consider straits approaches safe. Other points, no ice in sight.

Steamers keep (10'N of this track Westbound / 10'S of this track Eastbound)

Boundary within which ice has been reported to the Meteorological Office JUNE 1901 - 1935

ICE IN GREENLAND WATERS.

Information received by cablegram from Danish Meteorological Institute, Copenhagen.

Sunday, 10th May.—"Icebergs met with in longitude 39°W., otherwise no ice within 40 miles of Cape Farewell."

H.M. Stationery Office Press, Kingsway, W.C.2

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CORRECTIONS

UP TO MAY 18TH, 1936.

MADE SINCE PUBLICATION OF THE APRIL, 1936 MARINE OBSERVER, AND SUPPLEMENT No. 1, MAY, 1936.

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FLEET LIST.

Additions.		Deletions.		Alterations.			
Name of Vessel.	Met. Equipt.	Name of Vessel.	Met. Equipt.	Name of Vessel.	Met. Equipt.	Name of Vessel.	Met. Equipt.
028†† Athlone Castle M.V.	S.	091†† Armadale Castle ...	S.	Anselm	M.L.	*to* Anselm	S.
Beaverford ...	M.	183†† Bendigo	M-S.	Antonia	S.	*to* 259*† Antonia	S.
Manchester Port ...	S.	259*† Canonesa	M.	Athenia	S.	*to* 091†† Athenia	S.
172†† Orama	S.	028†† City of London ...	S.	Beaverburn ...	M.	*to* 130*† Beaverburn ...	M.
San Alvaro M.V. ...	M.	172†† Oronsay	S.	Camito	S.	*to* 252*† Camito	S.
		130*† Port Caroline ...	S.	Manchester Producer	M.L.	*to* Manchester Producer	S.
		252*† Port Hardy ...	S	Queen Mary ...	S.	*to* 183†† Queen Mary ...	S.
				Ruahine	M.L.	*to* Ruahine	S.
				165*†Tantalus M.V. ...	S.	*to* 165*† Radnorshire M.V. (re-named April, 1936.)	S.

NOTICES TO MARINE OBSERVERS.

ICE REPORTS (FORM 912).

Ice Report Forms are supplied with the MARINE OBSERVER or Supplement each month to all regular observing ships employed in the Trans North Atlantic and Southern Ocean trades. They may also be obtained by any British ship on application to the Port Meteorological Officers or Agents, addresses of whom are given on the front page of this Supplement.

Commanders of ships in these trades are asked to have this form completed and returned without delay at the end of each passage. A nil return is desired should no ice be sighted.

Selected Ships on the Trade Routes of the Southern Ocean are requested to add to their routine Wireless Weather reports information of floating ice seen or reported within the last 24 hours so that this information may be disseminated to the utmost advantage of all concerned.

AVOID UNNECESSARY DUPLICATION OR MULTIPLICATION OF VOLUNTARY WORK AT SEA.

The special attention of commanders of British ships is invited to THE MARINE OBSERVER'S HANDBOOK (1930) p. 10, paragraph 5 which reads as follows:—

> "All observations are available by mutual arrangement for exchange with colonial and foreign meteorological services, and are, therefore, made according to agreement reached through the International Commission for Marine Meteorology."

In order that voluntary meteorological work at sea should not be duplicated or multiplied, it was agreed in 1929 by the International Meteorological Conference that ships should only be asked to make written returns of routine observations to the Weather Office of the country in which they were registered. The Selected Ship System was agreed to internationally in order to secure better organization, uniformity of practice and prevention of unnecessary work being imposed upon the Commander, Officers or Wireless Operators of ships.

Commanders of British observing ships are accordingly requested to send in their written returns regularly through the appropriate Port Meteorological Officers and Agents or direct to the Meteorological Office, London (as indicated on those returns) and to adhere as far as possible to the advice given them, for the conduct of the work, in THE MARINE OBSERVER. The Commanders of British Observing Ships are advised to refer requests for written observations from other state institutions to the Meteorological Office, London.

POSTAL ARRANGEMENTS.

The quarterly numbers of the MARINE OBSERVER are published on the last Wednesdays of December, March, June and September, while the monthly supplements are published on the last Wednesday of the intervening months.

If captains of observing ships will forward to the Meteorological Office the particulars required hereunder, endeavour will be made as far as mails permit to post the latest number or supplement with appropriate forms for observational work for use on their homeward passage.

S.S...... *Captain*.....

Port of Call.....

Date of Homeward Departure.....

Postal Address.....

When this information is not given The MARINE OBSERVER or Supplement will be addressed to the Commanding Officer, S.S....., c/o the owners, and captains are requested to make their own arrangements for forwarding.

DESPATCH OF INFORMATION REQUIRED IMMEDIATELY FOR THE CONDUCT OF THE WORK AT SEA.

Shipowners, Marine Superintendents and all concerned in the despatch of mails to Ships abroad are asked to kindly facilitate the despatch and delivery of postal matter received at their offices from the Meteorological Office and Air Ministry Publication Depot to their Ships abroad.

This matter addressed to the Commanders of Ships contains information which is required for the Conduct of Marine Meteorological Work at Sea and is most effective if received by the Commanders at the earliest possible date.

Much of the information referred to is published in the MARINE OBSERVER and Supplements, and is of a seasonal nature. This journal also contains advice to Regular Observing Ships which enables them to perform voluntary service by Wireless Communication for the benefit of all shipping.

LONDON

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